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WISDOM IS COMMON SENSE TO AN UNCOMMON DEGREE

THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

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April, 1947

U.S. DEPARTMENT OF AGRICULTURE

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Mississippi, Take A Bow

An Editorial

The REA cooperatives of Mississippi did not have a single electric shock accident during 1946. Records such as this do not just happen. We asked E. H. Stovall, job training and safety supervisor for Mississippi, for any comments as to how Mississippi had attained this fine record. He listed two primary causes which probably are of equal importance. First, effective supervisory training, and second, employee training.

Supervisory training has raised the performance level of the foremen in the State of Mississippi. The jobs are better planned and the foreman is better suited to fulfill his responsibilities. Job training for the personnel has given the foreman better qualified men, men who not only have cooperated in learning how to do their job but also have shown a willingness to accept safe operating practices, such as the proper use of rubber gloves and protective grounds.

One of the most significant statements
(Continued on Page 4)

Safety Council Awards Medals

Frank Jones, line foreman for the Inter-County Rural Electric Cooperative Corporation of Danville, Kentucky, was awarded the National Safety Council's President's Medal for the successful resuscitation of his brother Delbert Jones on July 24, 1946. The Medal was presented by James K. Smith, chairman of the Kentucky job training and safety supervisory committee, during the Kentucky line foreman's conference at the University of Kentucky March 11, 1947.

MISSOURI WINNER

Harry C. Ward, lineman employed by the Ozark Border Electric Cooperative, Poplar Bluff, Missouri, was awarded the President's Medal of the National Safety Council for the successful resuscitation of Chloral M. Anderson on June 5, 1946. Mr. Ward applied artificial respiration unassisted for a period of thirty minutes before reviving Mr. Anderson. The President's Medal was presented by Ernest C. Wood, president of the Missouri State Rural Electrification Association, at the association's meeting March 14.

Barn-Moving Accident Takes Lineman's Life

A line crew was sent out to remove electric lines crossing a road down which a small barn was being moved.

The gang had lowered and replaced lines at three different locations and were preparing to lower a single-phase line. The line took off from a junction pole and crossed the road in a southerly direction. The Main line, which paralleled the road down which the barn was being moved, was a three-phase line. The 'C' or road phase, however, did not continue past the junction pole in the

direction in which the barn was being moved, but took off from this pole to the south. This 'C' phase to the south was to be taken down so that the barn could proceed.

The 'B' or middle-phase of the main line became the road phase on the west side of the junction pole. The lineman who climbed the pole to de-energize the 'C' phase tap, removed the live line clamps from 'B' phase. He apparently did not realize that 'C' phase was taken off at right angles and the 'B' phase

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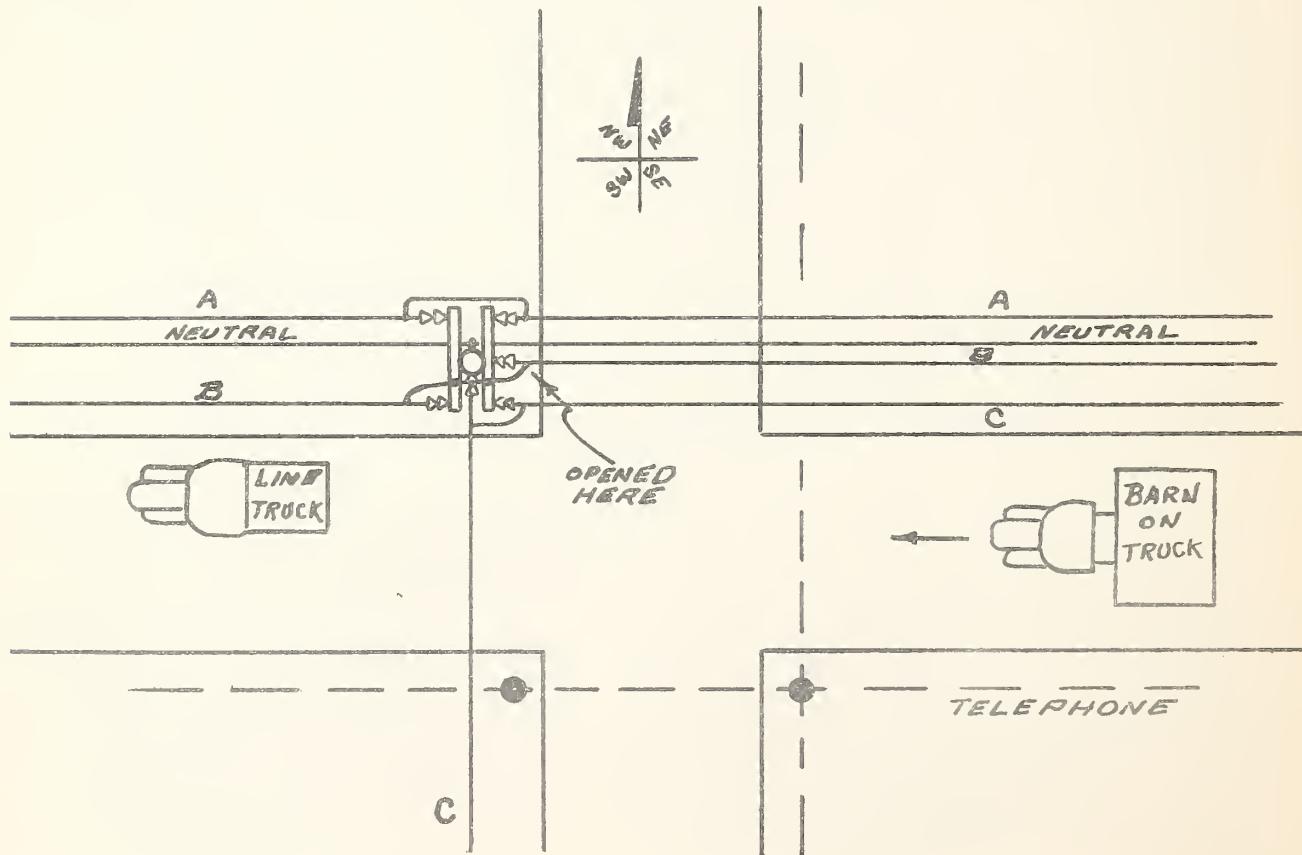
BARN-MOVING ACCIDENT (Continued)

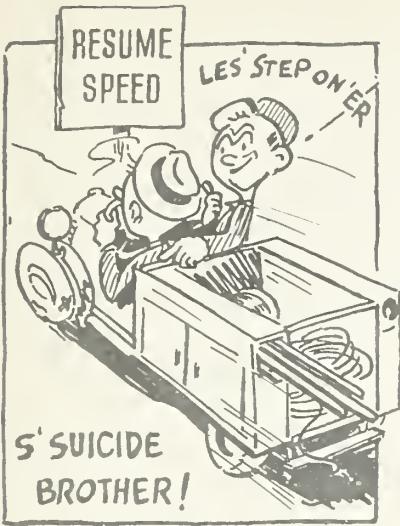
had changed its position on the east side of the pole. By removing the live line clamps from 'B' phase, he killed 'B' phase from the junction pole to the west, and 'C' phase which took off at right angles remained energized. After removing the live line clamps from 'B' phase, the lineman let down the neutral wire crossing the road and reached out with his left hand to hook his handline into the dead end shoe on 'C' phase, which he thought he had de-energized.

At the same time that he reached for the dead end shoe, he gripped the three-phase neutral with his right hand. As he contacted the energized 'C' phase, he received 7200 volts through his arms.

The groundman, realizing what had happened jerked on the hand line and freed the victim from the contact. The oil circuit breaker on the line operated twice before it locked out, during the time the victim was contacting the primary. As soon as the groundman pulled the lineman free, the lineman fell to the base of the pole. His safety belt retarded the fall somewhat.

Artificial respiration was immediately given by other members of the crew and employees of the telephone company who were also present to handle their lines crossing the road. Artificial respiration succeeded in restoring the victim's breathing. He became conscious and was removed to the hospital. The index and second finger of his left hand were completely burned off at the first joint. The palm of his right hand was deeply burned and both of his forearms were very badly burned. The injured man improved for a few days but the burns were so severe that the doctors decided it would be necessary to amputate both arms just above the elbows. Before the operation took place, however, the lineman grew steadily worse and died approximately one week after the accident occurred.





Special Knots

ALL LINEMEN SHOULD KNOW

Special Knot	Use
Will not	Always indicates uncooperativeness, or bullheadedness.
Should not	Indicates you know better. (Should not do it, but maybe I will anyway.)
Try not	Shows good intentions. ('I'll try not to do it again!')
Can not	Shows lack of skill, or improper attitude. ('I cannot work with rubber gloves - too clumsy.') ('I cannot see why I should bother with protective grounds both ways, in sight.'')
Why not	Very useful when considering whether to use protective equipment. ('Does this job require rubber gloves? Why not? 'Does this job require protective grounds?..... Why not? 'Is a hot stick shorter than 8' safe?..... Why not?')
If not	Very important if it is decided not to use protective equipment. If not -- why not?
Did not	Very handy for epitaphs on tombstones: He did not wear rubber gloves. He did not use protective grounds. He did not use an 8' hot stick.

I Believe In Safety

I BELIEVE in the DIGNITY OF SAFETY because it protects me and my fellow workers.

I BELIEVE in the TEACHING OF SAFETY because they attempt to alleviate suffering for me and mine.

I BELIEVE in the MAGNANIMITY OF SAFETY because it creates conditions whereby workers may enjoy the fruits of their labor.

I BELIEVE in the USEFUL SERVICE SAFETY offers because it considers humanity as an indispensable - not comparing humanity with inanimate objects.

I BELIEVE in the SUPREME WORTH OF SAFETY because it teaches the worker to perpetuate his right to life, liberty, and pursuit of happiness.

I BELIEVE that the RULES and LAWS of SAFETY are made for man and that SAFETY is the SERVANT for the welfare of man.

I BELIEVE in the SACREDNESS OF SAFETY because it creates a world whereby cleanliness and order reign.

AND ABOVE ALL - I BELIEVE in SAFETY because it considers the prolonging and preserving of life and limb so that mankind shall not be broken and maimed while striving for a decent livelihood. (United Air Lines)



CO-OP LINEMAN DIES HELPING RE-ALIGN POLES

Two linemen were sent out to re-align an A5-1 pole. They found it necessary to slack-off both the primary and neutral conductors of the tap line, pull the A5 into alignment with the down guy and then tie the two tap conductors back in.

The linemen noticed that the neutral conductor on the tap line was high and decided to re-sag this conductor for a distance of about six spans from the take-off pole. They also decided to open sectionalizing cutouts on the main line, thus de-energizing the tap, and then apply protective grounds. However, for some reason, the men did not do this. Apparently they had changed their minds and decided to do the re-sag job on the neutral hot.

They started in the middle of the sixth pole stretch that was to be untied, and intended to work both ways from the middle and untie the neutral conductor. One lineman climbed the third pole from the take-off pole, going up on the side to which the neutral was attached.

When he reached the neutral, instead of stopping and untying it, he swung around to the other side of the pole and continued to climb until his head and shoulders were above the phase wire, which was still energized. The lineman then contacted the phase about a

NEW MEN TAKE OVER

Larry Meyer, Job Training and Safety Supervisor for Michigan, has resigned. His resignation was effective March 1, 1947. The Michigan program is now looking for a qualified man to carry on the program.

C. L. Adcox resigned in Georgia and was replaced by W. G. Sanders, whose address is Hartwell, Ga.

MISSISSIPPI (Continued)

made by Stovall is, 'The co-op personnel in Mississippi have always given me full support on the policy of gloves from the ground up.' Since most accidents are caused, it is evident that the proper training and the general acceptance and use of protective equipment will make it possible to construct, operate and maintain electric lines without injury to the system employees.

foot out from the insulator. The resulting shock caused him to fall from the pole and, since his safety strap had not been fastened, he fell to the ground.

The second lineman immediately examined the injured man and determined that he was breathing but that blood was flowing from his nose, mouth and one ear. He died soon after of a fractured skull. Later examination indicated that the lineman had received electrical burns on his right forearm and his right foot just below the ankle.

EMPLOYEE ACCIDENTS REPORTED JANUARY 1947

	ELECTRIC SHOCK	POLE HANDLING & UNLOADING	TREE TRIMMING	AUTOMOBILE TRUCK	HOOKS CUT OUT	OTHER CAUSES
No Time Lost	0	1	3	3	1	12
Disabling	3 *	8	12	2	0	12
Fatal	1	1	0	0	0	0
Total	4	10	15	5	1	24

* One electric shock victim was saved by pole-top resuscitation. One of these accidents was due to low voltage shock.

EMPLOYEE ACCIDENTS REPORTED FEBRUARY 1947

	ELECTRIC SHOCK	POLE HANDLING & UNLOADING	TREE TRIMMING	AUTOMOBILE TRUCK	HOOKS CUT OUT	OTHER CAUSES
No Time Lost	0	1	8	3	0	16
Disabling	1*	3	9	1	2	11
Fatal	2	0	0	0	0	1**
Total	3	4	17	4	2	28

* One electric shock victim was saved by poletop resuscitation.

** Died of heart disease on job.